

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☒ no ☐

Property Name: Queen Anne's and Kent Rail Corridor Inventory Number: K-699 QA-599
Address: _____ Historic district: ☒ yes ☐ no
City: Multiple Zip Code: _____ County: Kent, Queen Anne
USGS Quadrangle(s): Millington, Sudlersville, Church Hill, Price, Centreville
Property Owner: Maryland Transit Administration Tax Account ID Number: N/A
Tax Map Parcel Number(s): N/A Tax Map Number: N/A
Project: Repair work to the existing Bridge # 13.01, 13.27 and 15.82. Agency: Maryland Transit Administration
Agency Prepared By: _____
Preparer's Name: Joseph Schuchman Date Prepared: 7/3/2007
Documentation is presented in: A physical description of this resource may be found under Item 7, on the Maryland Inventory of Historic Properties Form prepared for the Queen Anne's and Kent Rail Corridor; ; the significance of the resource is evaluated under Item 8.
Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

The former Queen Anne's and Kent Railroad, is eligible for listing in the National Register under Criterion A, for its association with the economic and social development of Kent and Queen Anne's Counties and under Criterion C as an substantially intact example of a mid-19th century rail line which, despite modification to reflect changes in rail transportation technology, significantly retains its rural character and functions for the purpose for which it was constructed. This determination has been made in accordance with the National Register Bulletin entitled "How to Apply the National Register Criteria for Evaluation" (National Park Service 1988).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
MHT Comments:

Jim J. Jones
Reviewer, Office of Preservation Services
Blunt
Reviewer, National Register Program

8/28/07
Date
8/28/07
Date

200702952

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. K-699
QA-599

1. Name of Property (indicate preferred name)

historic Queen Anne's and Kent Railroad Corridor
other

2. Location

street and number _____ not for publication
city, town _____ vicinity
county Kent and Queen Anne's Counties

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland Transit Administration
street and number 6 St. Paul St telephone (410)-539-5000
city, town Baltimore state MD zip code 21202-1614

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio
city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☒ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	2
<input type="checkbox"/> site		<input type="checkbox"/> defense	3
<input type="checkbox"/> object		<input type="checkbox"/> domestic	4
		<input type="checkbox"/> education	3
		<input type="checkbox"/> funerary	12
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input checked="" type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources previously listed in the Inventory

7. Description

Inventory No. K-699

Condition

QA-599

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Queen Anne's and Kent Rail Corridor (Figure 1) is a single track linear corridor which extends from the Delaware State line near Golts, Maryland and continuing south-southwest through Kent and Queen Anne Counties passing through several communities as Golts, Massey, Millington, Sudlersville, Barclay, Roberts, Price and Centerville (Figures 2 through 6; Photographs 1 through 61). During its late nineteenth and early to mid 20th century years of passenger and freight service, it would not be unimaginable to state the railroad was in fact the life blood of these communities and nearby farm lands.

The surrounding landscape remains primarily agricultural although some sections particularly at northern and southern terminus are forested. Although there is some evidence of modern intrusion most significantly at US 301 at Price and at the track's crossing of US 301, the historic flavor of the 19th century corridor remains largely intact; necessary improvements have respected this character while allowing the railroad to maintain its ability to function.

The line runs at ground level with the notable exception of a stretch of track located south of Millington in the area of Bridge 13.27 and the vehicular Bridge 13.55 (which carries High Bridge Road over the rail corridor) where the line is set below ground level.

Changes and improvements over the decades have allowed the line to function adapting the existing resource to compliment ever changing rail transportation technology. Among the corridor's early elements are the surviving passenger stations in Sudlersville and freight station in Centerville and the site of the turn table and engine house, adjacent to each other and located at the line's southern terminus in Centerville. The former Sudlersville Passenger Station was constructed in 1885 and remains on its original site. The frame building is covered in board and battens siding and is covered by a gabled roof with gable end brackets and exposed roof rafters. The structure was restored and rehabilitated in the early 1990s and has served as a museum of local history since that time. The Centerville Freight Station, considering its intended role, is more simply executed. The rectangular structure is devoid of ornamentation; exterior walls are sheathed in board and batten siding and rise to a tin gabled roof.

The corridor's historic elements include railroad switch equipment which permitted trains to more readily service commercial and industrial clients along its route, and the obelisk-shaped Mile Marker 31, constructed of limestone with the number "31" inscribed on each of its four sides.

Four bridges which carry the rail line each dating from the early 20th century, reflect changes in both bridge technology and need for improved bridge crossings necessitated by either increased usage of the line and/or increased tonnage of rail locomotives and equipment.

Bridge 13.01 spans Mill Race Creek. Originally built in 1918, the bridge consists of a 17'9" wide reinforced concrete slab with a span length of 24'4."

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No. K-699
QA-599

Name
Continuation Sheet

Number 7 Page 1

Bridge 13.27 carries the Kent and Queen Anne's Railroad over the Chester River. The 112 foot long bridge was constructed in 1914 and is supported by two concrete gravity type abutments with flared wing walls and a concrete solid shaft pier.

Bridge 15.82 carries the railroad over the Unicorn Branch. The simple span bridge was constructed between 1918 and 1920 and has a span length of 38'6". The superstructure consists of two riveted steel plate girders. The substructure consists of two concrete gravity type abutments each containing integral wing walls and back walls.

Bridge 25.27 carries the railroad over Southeast Creek; this single track bridge was built in 1921 and has a span of 20'1". The superstructure is a reinforced concrete slab with ballast retention curbs supported by cast in place concrete gravity abutments.

8. Significance

Inventory No. K-699

QA-599

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates

Architect/Builder

Construction dates 1868, 1914-1921 (rail line bridges)

Evaluation for:

☒ National Register

☐ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The Queen Anne's and Kent Railroad traces its origin to an act of the Maryland Legislature passed in 1856 to incorporate the Queen Anne's and Kent Railroad, to name commissioners and to open books for stock subscriptions. The commissioners were authorized to locate and construct a railroad from Centerville or from any other point in the county that might be deemed advisable through Kent County to Fredericktown in Cecil County to connect with the Sassafras River Railroad "about to be constructed" or to Elkton to connect with the Philadelphia, Wilmington and Baltimore, or to the Delaware line to connect with the Delaware Railroad or branches (Emory: 552).

Delayed by the Civil War, the State Legislature in 1864 renewed the 1856 legislation. Two routes were proposed, the first from Galena on the proposed Kent County road by way of Crumpton to Centerville and the second from Massey's Cross Roads through Millington and ending in Centerville. In 1867 the 1856 Act was revised and amended and authorized a state subscription of \$110,455. By December 1867, a route had been surveyed "from Massey's to Millington to Sudlersville to Cox's saw mill, to Centerville, to the Chester River near Carpenter's Island. (Emory: 553-554).

On January 1868, a contract was entered into with Messers. Stearns & Quigley of Wilmington, Delaware to build a railroad from Massey's to Centerville at a cost of \$300,000. Ground was broken at Millington on January 6, 1868. The contractors began work on May 8, 1868 (Ibid).

A contemporary description illustrates the county during the early years of the railroad's operations:

This county is two-thirds bounded by navigable water, placing nearly all parts of the county convenient to market by bay vessels and steamboats plying north and south of it daily. The water is good, and the county is drained by numerous creeks, along which patches of forest dot every farm. Queen Anne's has unlimited supplies of fish, oysters and wild fowl in the inlets surrounding its shores, and here can be found some of the finest wheat, corn and grass fields in

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. K-699
QA-599

Name
Continuation Sheet

Number 8 Page 1

the State, as well as peach, apple and pear orchards. The construction of the Queen Anne's Railroad gives daily communication with Northern cities, and brings some of the most productive lands convenient to the best and principal markets" (<http://www.newriversnotes.com/md/qa1878.htm>).

Proving unprofitable shortly after its opening, the Queen Anne's and Kent Railroad was sold under the foreclosure of its mortgage on July 14, 1874 and was reorganized and operated under the same name until December 31, 1898, when four Eastern Shore railroads, the Delaware Railroad Company, the Queen Anne's and Kent Railroad Company, as reorganized, the Delaware and Chesapeake Railway and the Cambridge and Seaford Rail Road Company were consolidated under the name Delaware Railroad. The Delaware Railroad became a subsidiary of the Philadelphia, Wilmington and Baltimore Railroad which was subsequently absorbed into the Pennsylvania Railroad (Emory: 554-555; <http://broadway.pennsylvr.com/rail/Pr/Corphist/drrhist.html>).

Historic maps from the late 19th century suggests in its earliest years the railroad operated as the Queen Anne's and Kent Railroad. An 1899 map identifies the line as the Delaware Railroad (Figure 7) but by 1905, the railroad had at least officially and clumsily been christened the P. W. & B RR (Queen Anne & Kent and Townsend Railroad) and by 1911 was known as the Centerville Railroad, Delaware Division (Figure 8). In the mid to later 20th century, operations continued under the designation Pennsylvania Railroad (Lake et al, 1877; Map of Pennsylvania Railroad, 1899; Pennsylvania Railroad, 1911; USGS, Cecilton, 1900).

On February 1, 1968, the PRR merged with arch-rival New York Central to form the Penn Central; Penn Central declared bankruptcy in June 1970 and in April 1976 Consolidated Rail Corporation, (popularly identified as Conrail) was created as a federally-funded railroad to assume control of the major Northeast railroad companies, all of which were financially failing (http://en.wikipedia.org/wiki/Pennsylvania_Railroad: <http://en.wikipedia.org/wiki/Conrail>).

The Final System Plan which created Conrail in 1976 omitted Delmarva Peninsula rail lines which included the primary mainline between Wilmington, Delaware and Pocomoke, Maryland and several smaller branch lines, among which was the Chestertown Railroad (<http://www.mdde.com/>).

These Delmarva lines were slated to be abandoned. However, politicians from the states of Maryland and Delaware contracted with Conrail to operate these struggling branches as a subsidized "designated operator" with ownership retained by Penn Central. After one year of operation the expense of

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. K-699
QA-599

Name
Continuation Sheet

Number 8 Page 2

subsidizing these lines at Conrail's high cost led the state governments to seek a lower cost short line as a "designated operator." In August 1977, as the Conrail startup was still in full swing, the Maryland and Delaware Railroad Company (MDDE) was created. Soon after its organization, the firm was selected as the "designated operator" of three branches in its namesake states under contract with the Maryland Department of Transportation (<http://www.mdde.com/>).

The MDDE line originally included the Cambridge-Seaford Line, the now abandoned route between Clayton, Delaware and Easton, Maryland and the Chestertown-Centreville Line runs between the Conrail interchange in Townsend, Delaware and Massey, Maryland, at which point the rail line divides into two branches, one to Chestertown and the second, this corridor, to Centreville. The Maryland portion of these lines was subsequently purchased by the State of Maryland (<http://www.mdde.com/>).

Currently, the MDDE operates over 120 miles of track throughout the States of Maryland and Delaware (<http://www.mdde.com/>).

9. Major Bibliographical References

Inventory No. K-699

QA-599

Publications:

The Maryland Room Collection, Talbot County Library, Clippings Files.

Emory, Frederic, Queen Anne's County, Maryland, Its Early History and Development (Queenstown: Queen Anne's County Historical Society, 1981)

Fluharty, A. L., Eastern Shore Railroads, unpublished document from the Maryland Room Collection, Talbot County Public Library.

Century Engineering Inc. and Sabra, Wang and Associates, Comprehensive Structural Inspection of Aerial Structures and Bridges, Massey/Centerville Freight Rail Line 148, Massey/Chestertown Freight Rail Line 149, Seaford/Cambridge Freight Line 168

Unpublished document prepared for the Maryland Department of Transportation, June, 2006

Spero, P.A. C & Company and Berger, Louis & Associates, Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report, unpublished document prepared for the Maryland State Highway Administration, 1995

Suffness, Rita et al, "Millington Survey District Historic Site Inventory Form," Unpublished document prepared by the Maryland State Highway Administration, 1998.

Web Site:

Maryland and Delaware Railroad Company, <http://www.mdde.com/>

Maps:

Lake, Griffing and Stevenson, "An Illustrated Atlas of Kent and Queen Anne's Counties" (Philadelphia: 1877)

Lake, Griffing and Stevenson, "An Illustrated Atlas of Kent and Queen Anne's Counties" (1877) as reprinted in "The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland" (Salisbury: The Wicomico Bicentennial Commission, 1976).

"Map of the Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, Dated July 1, 1899"

"Philadelphia, Wilmington & Baltimore Railroad System, 1881; New York P & N Railroad, 1884"

"Pennsylvania Railroad and its Connections, December 1, 1911"

United States Geological Service, "Atlas, State of Maryland," Cecilton, Maryland, Edition of 1900.

10. Geographical Data

Acreage of surveyed property N/A
Acreage of historical setting N/A

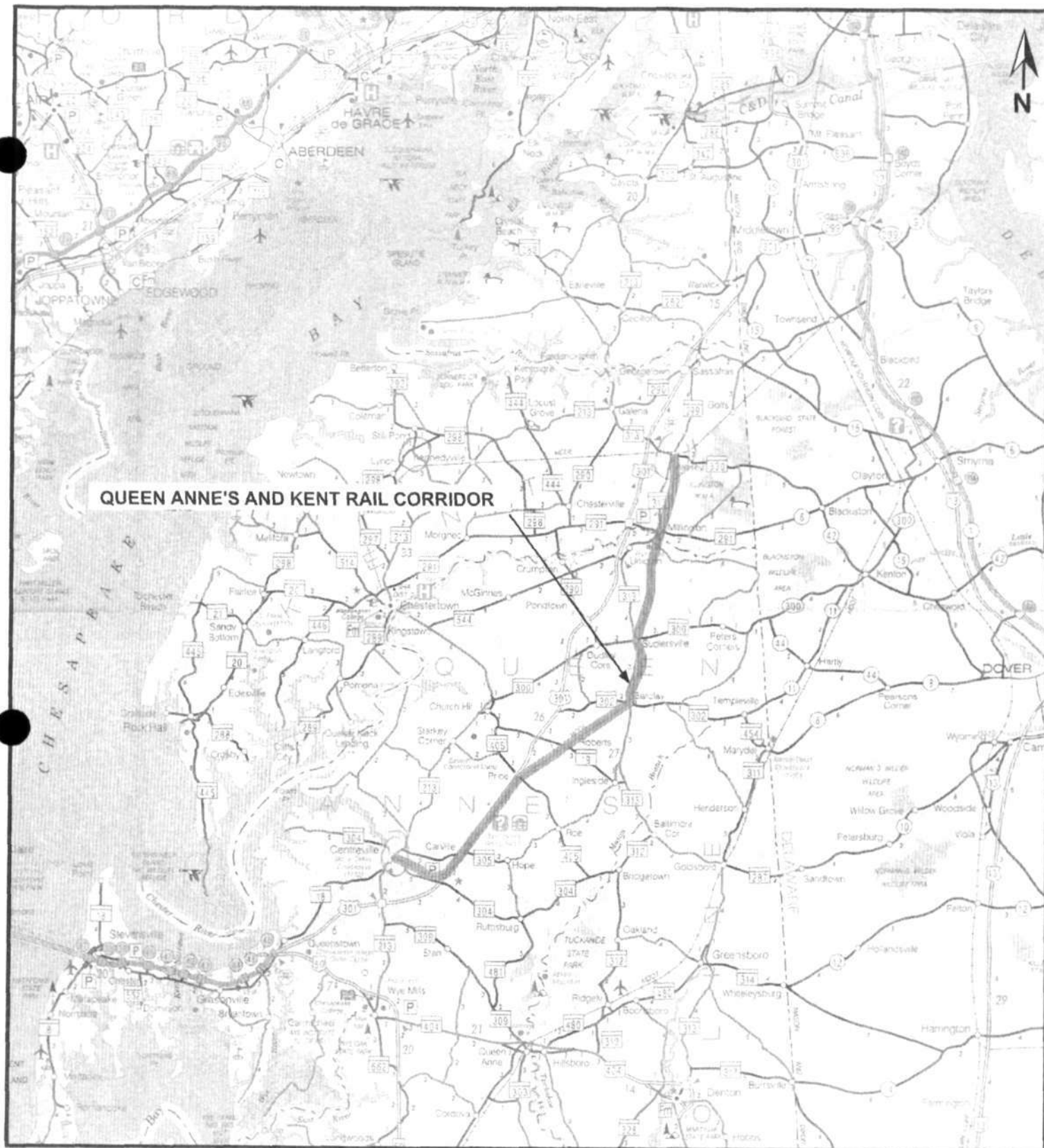
Quadrangle name Millington, Md.-Del,
Sudlersville, Md., Church Hill, Md.,
Price, Md., Centerville, Md

Verbal boundary description and justification

This resource consists of the right-of-way of the Queen Anne's and Kent Railroad. The northern boundary of the railroad begins at the Delaware-Maryland state line approximately 4.25 miles northeast of Massey, Kent County, Maryland. The rail line extends approximately 27 miles and continues southwest traversing through primarily rural, agricultural lands of Kent and Queen Anne's Counties embracing the communities of Golts, Massey, Millington, Sudlersville, Barclay, Roberts and Price before ending in Centerville, the county seat of Queen Anne's. Contributing features include the single line track, associated road crossings, and signage, railroad bridges, track switch equipment, railroad depots in Sudlersville and Centerville and the sites of the Turn Table and Engine House at the terminus of the line in Centerville.

11. Form Prepared by

name/title	Joseph Schuchman		
organization	STV Inc	date	July 3, 2007
street & number	7125 Ambassador Road, Suite 200	telephone	(410) 944-9112
city or town	Baltimore	state	MD 21244-2708



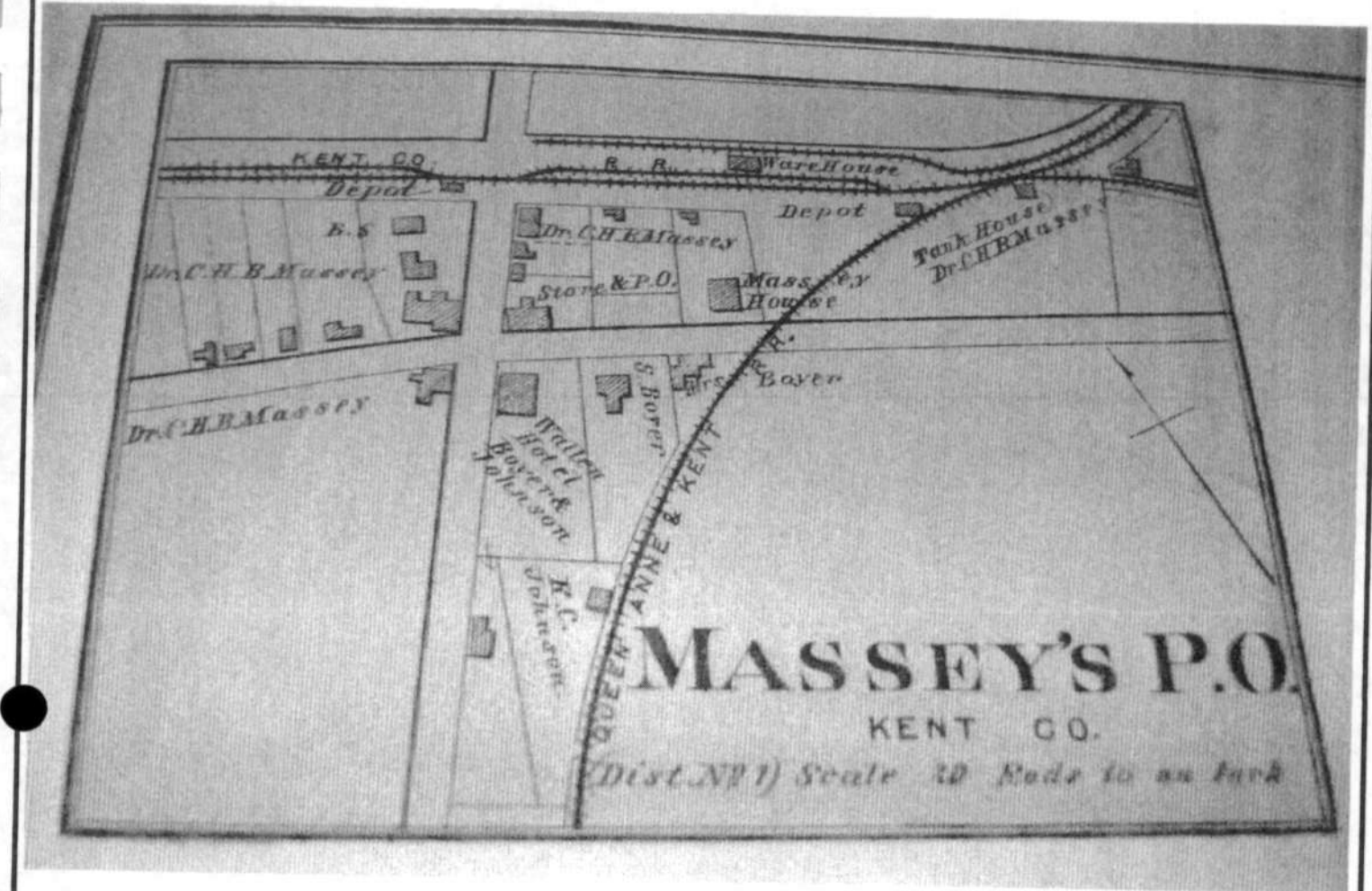
SCALE: 1" = 6 miles



REFERENCE: Maryland Department of Transportation State Highway Administration Official Transportation Map, Dated 2003

K-699, QA-599

FIGURE 1
QUEEN ANNE'S AND KENT RAILROAD CORRIDOR
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

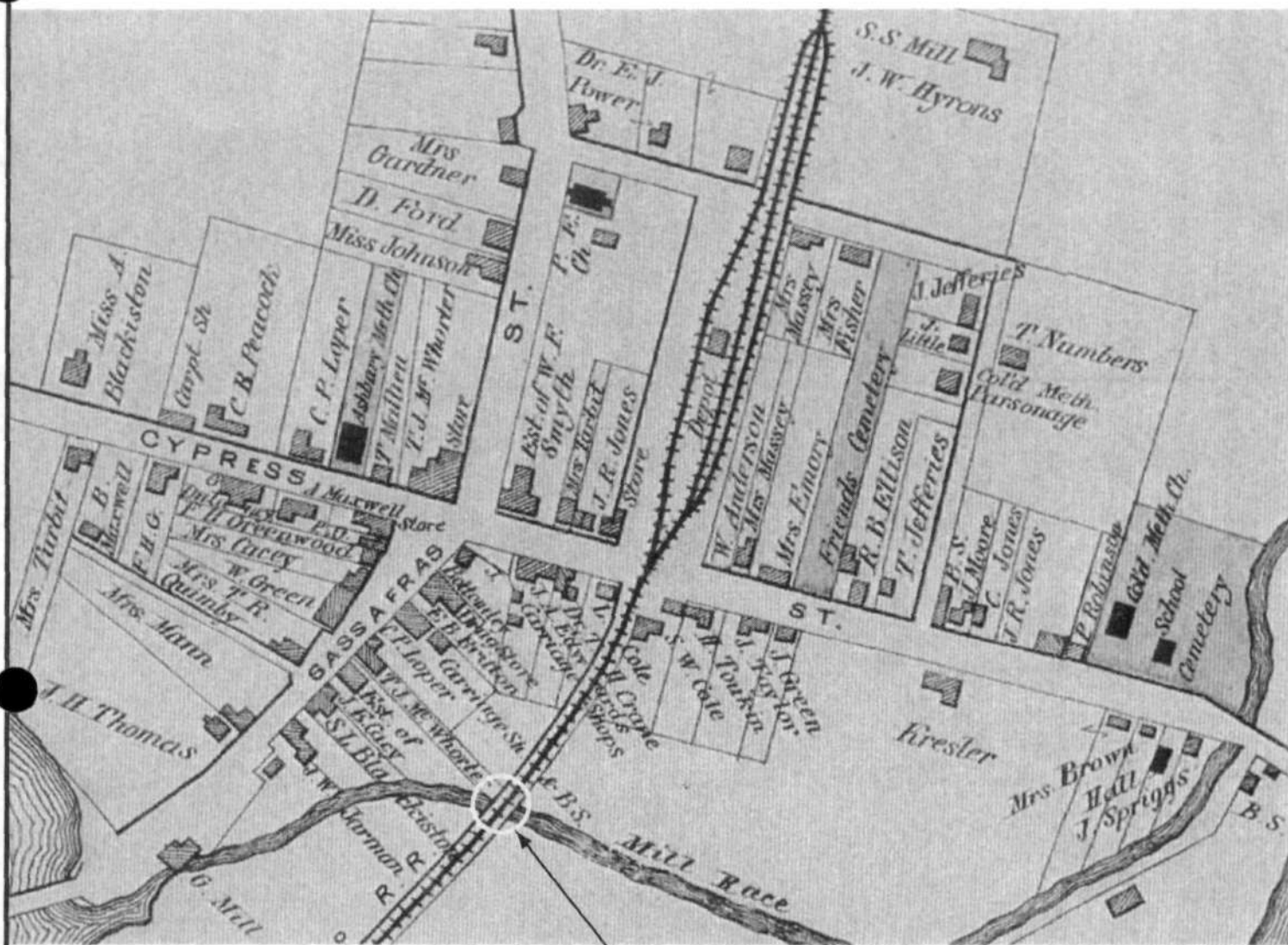


NO SCALE

REFERENCE: 1877 Lake, Griffing & Stevenson "Atlas of Kent and Queen Anne's Counties"

K-699, QA-599

FIGURE 2
 MASSEY'S POST OFFICE, PRESENT DAY MASSEYVILLE, 1877
 MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



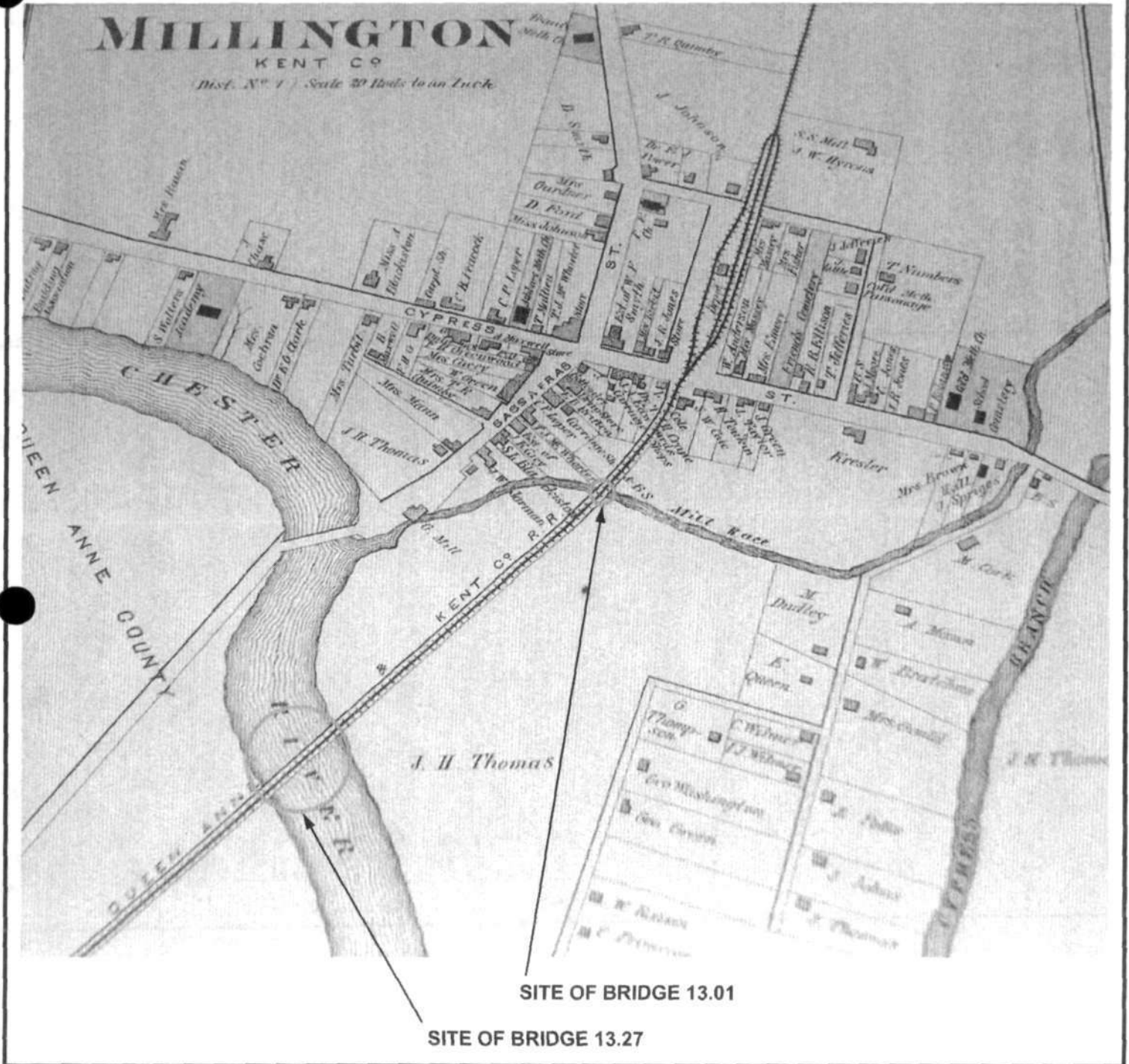
SITE OF BRIDGE 13.01

NO SCALE

REFERENCE: 1877 Lake, Griffing & Stevenson "Atlas of Kent and Queen Anne's Counties"

K-699, QA-599

FIGURE 3
MILLINGTON, SITE OF BRIDGE 13.01 - 1877
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



NO SCALE

REFERENCE: 1877 Lake, Griffing & Stevenson "Atlas of Kent and Queen Anne's Counties"

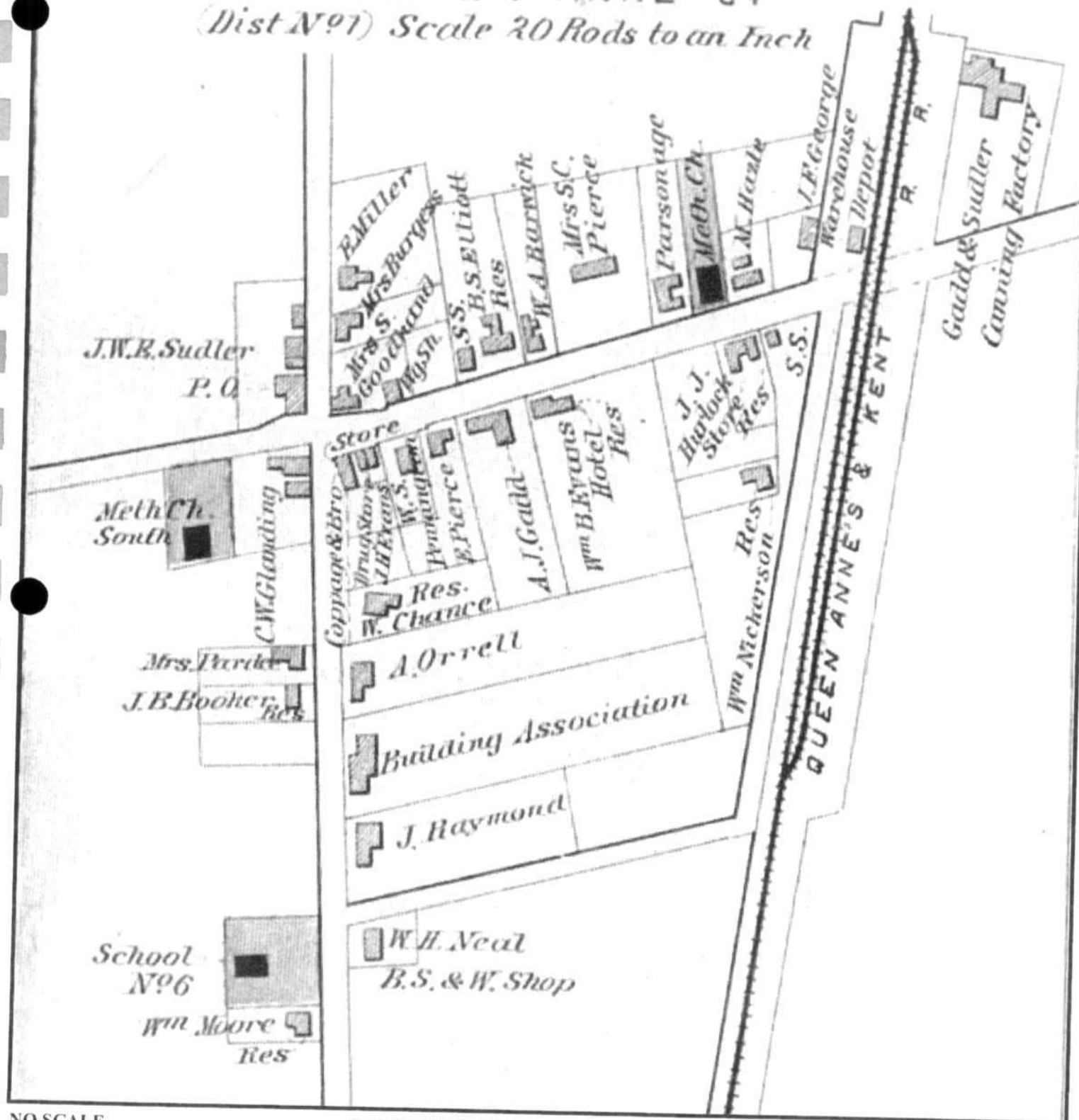
K-699, QA-599

FIGURE 4
MILLINGTON, SITE OF BRIDGE 13.01 AND 13.27 - 1877
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

SUDLERSVILLE

QUEEN ANNE CO

(Dist N^o1) Scale 20 Rods to an Inch

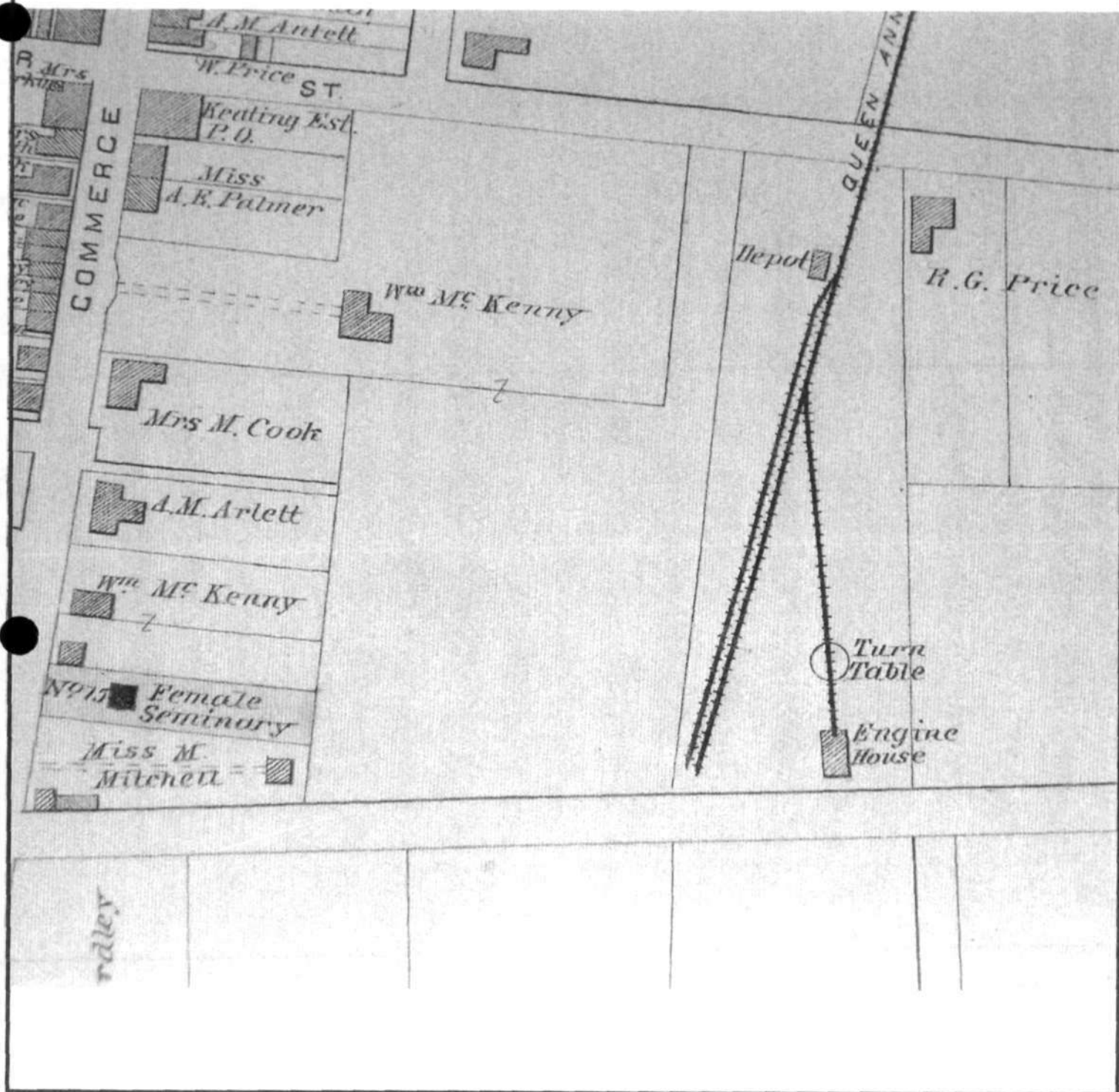


NO SCALE

REFERENCE: 1877 Lake, Griffing & Stevenson "Atlas of Kent and Queen Anne's Counties"

K-699, QA-599

FIGURE 5
SUDLERSVILLE - 1877
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

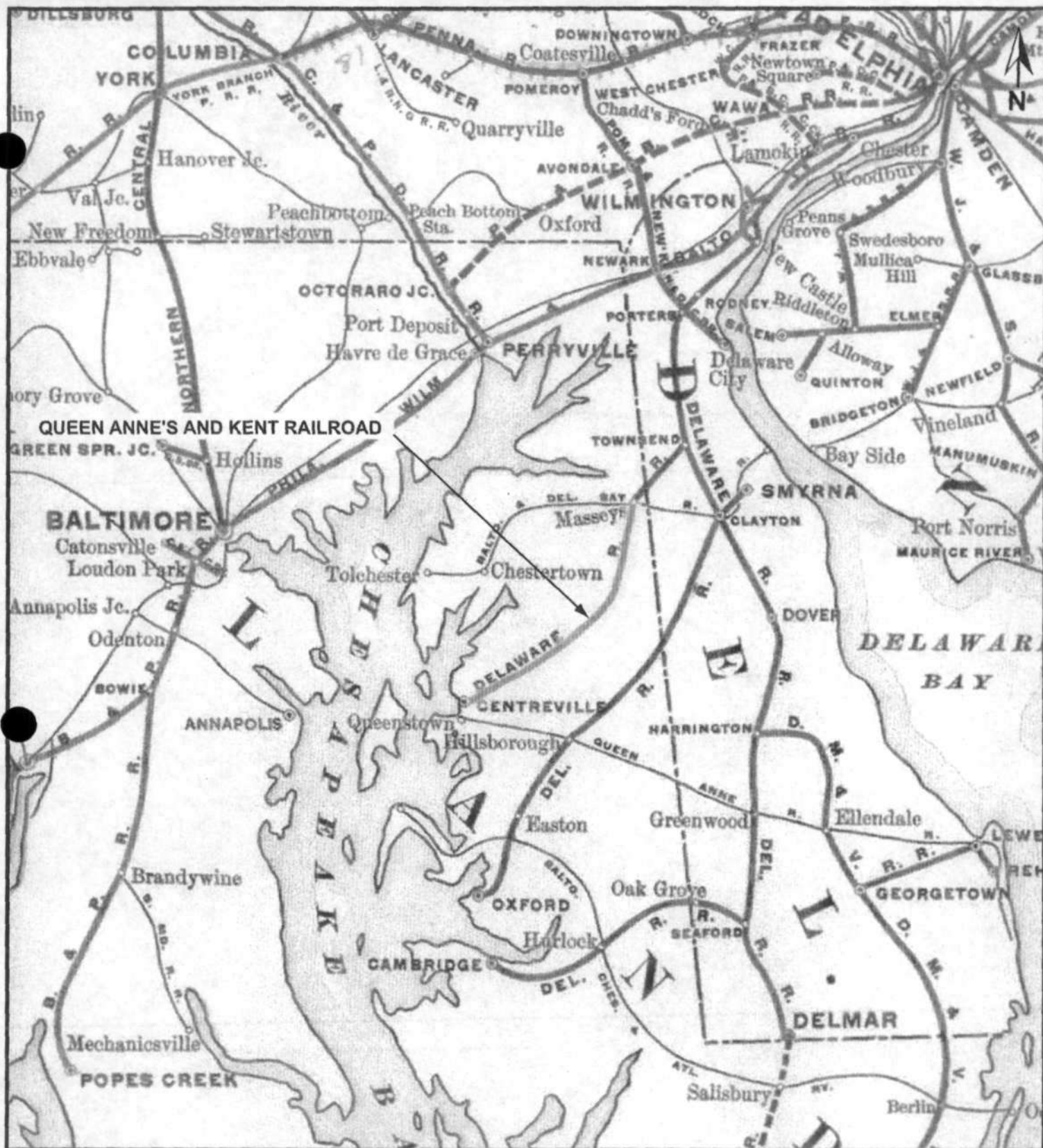


NO SCALE

REFERENCE: 1877 Lake, Griffing & Stevenson "Atlas of Kent and Queen Anne's Counties"

K-699, QA-599

FIGURE 6
CENTERVILLE, 1877 ILLUSTRATING THE LOCATION OF THE TURN TABLE & ENGINE HOUSE
OF THE QUEEN ANNE'S AND KENT RAILROAD
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

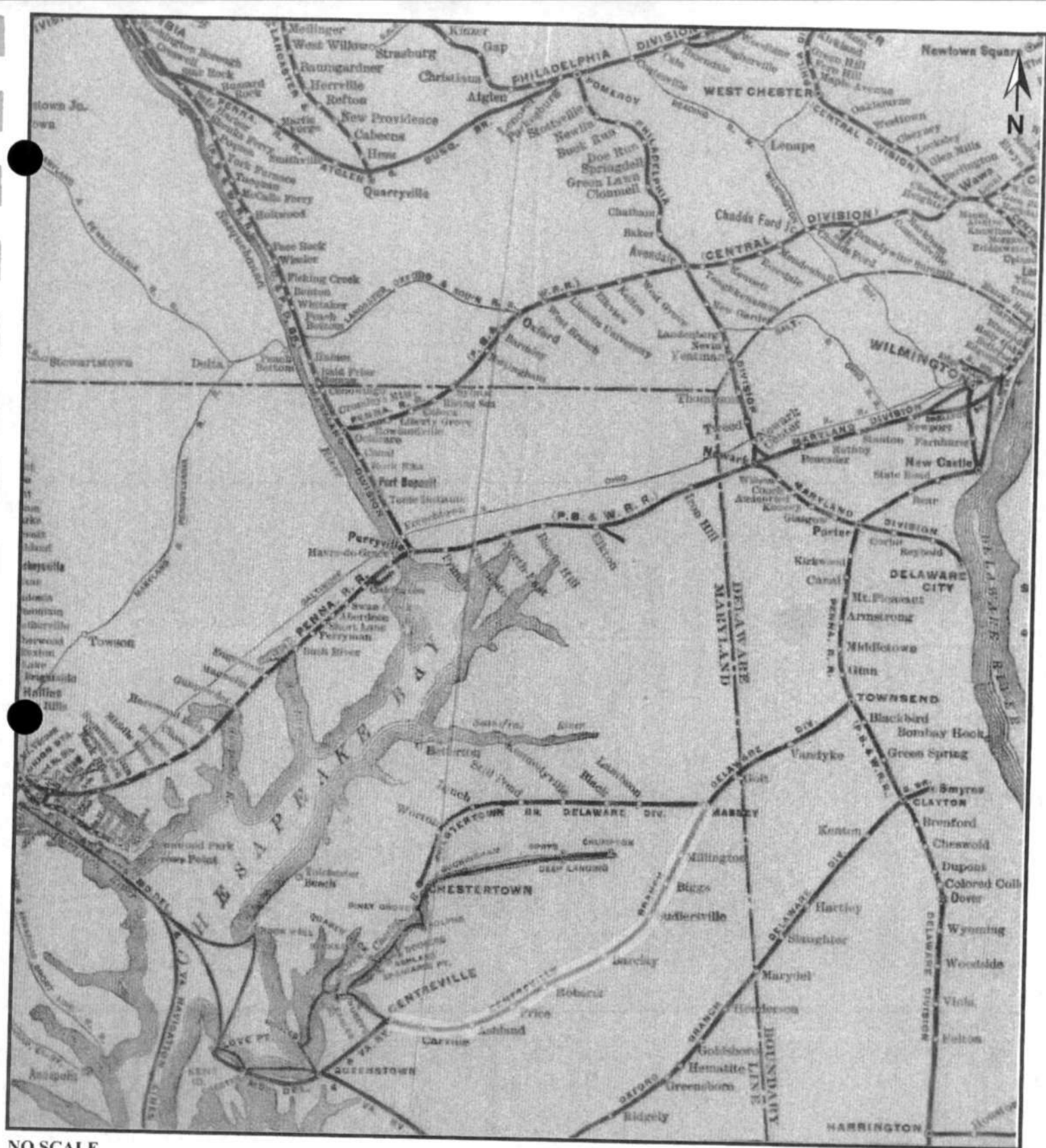


NO SCALE

REFERENCE: Pennsylvania Railroad Company Lines East of Pittsburgh & Erie, July 1899

K-699, QA-599

FIGURE 7
PA RAILROAD COMPANY LINES EAST OF PITTSBURGH & ERIE, 1899
QUEEN ANNE'S AND KENT RAILROAD
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



NO SCALE

REFERENCE: Pennsylvania Railroad and its Connections, Dated December 1, 1911

K-699, QA-599

FIGURE 8
PENNSYLVANIA RAILROAD AND ITS CONNECTIONS, 1911
QUEEN ANNE'S AND KENT RAILROAD
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

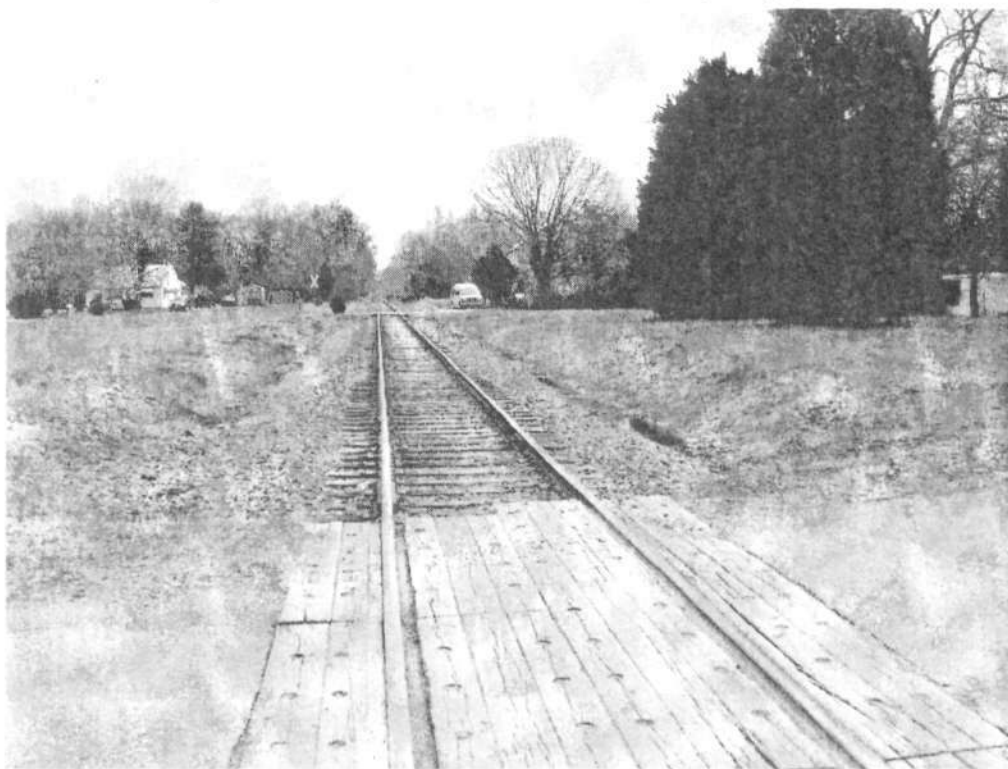
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 1

View looking east toward the crossing of Bradford Johnson Road and the Queen Anne's and Kent Railroad in Golts, Maryland (April 2007).



PHOTOGRAPH 2

View looking northeast toward the Queen Anne's and Kent Railroad in Golts, Maryland (April 2007).

K-699, QA-599

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 3

View looking northeast from Mile Marker 4 at Massey toward the juncture of the Chestertown and Centerville lines of Queen Anne's and Kent Railroad (April 2007).



PHOTOGRAPH 4

View looking south from Mile Market 4 in Massey toward Queen Anne's and Kent Railroad (April 2007).

K-699, QA-599

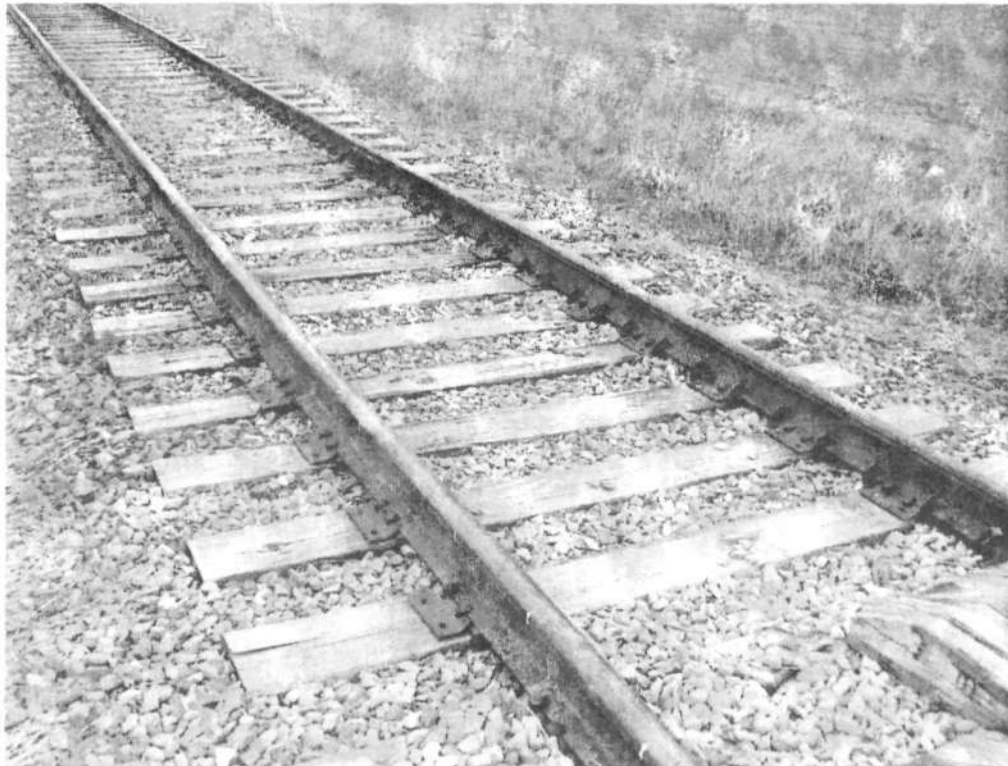
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 5

View looking south from the Walnut Tree Road crossing toward Queen Anne's and Kent Railroad (April 2007).

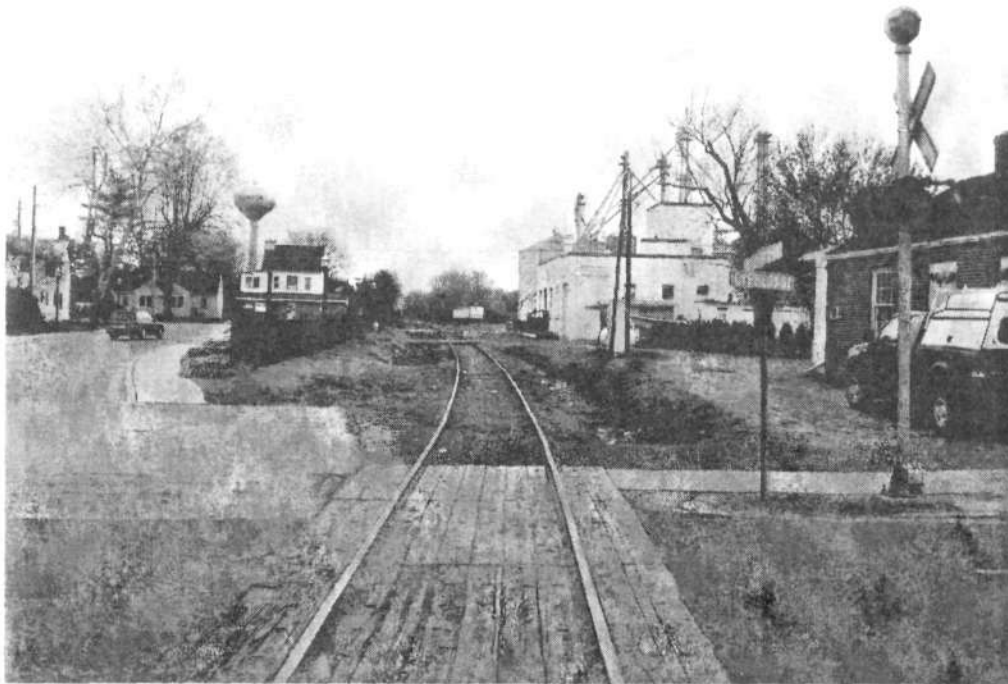


PHOTOGRAPH 6

View looking south toward track detail at Walnut Tree Road intersection of Queen Anne's and Kent Railroad crossing (April 2007).

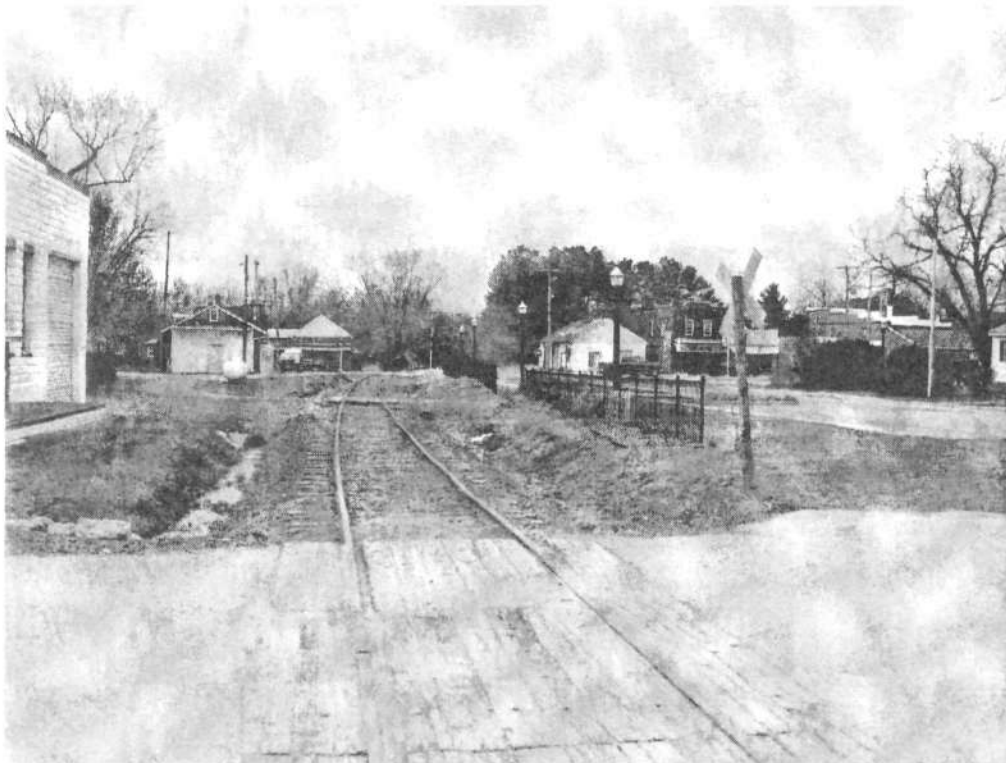
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 7

View looking north from Cypress Street (SR 291) in Millington toward Queen Anne's and Kent Railroad. Properties located south of Back Street are contained within the boundaries of the Millington Historic District (April 2007).



PHOTOGRAPH 8

View looking south from Back Street in Millington toward Queen Anne's and Kent Railroad, Millington Historic District (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad

**PHOTOGRAPH 9**

View looking east from the intersection of Cypress Street (SR 291) in Millington and the Queen Anne's and Kent Railroad toward the Millington Historic District (April 2007).

**PHOTOGRAPH 10**

View looking west from the intersection of Cypress Street (SR 291) in Millington and the Queen Anne's and Kent Railroad toward the Millington Historic District (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 11

View looking southeast toward Bridge 13.01 (April 2007).



PHOTOGRAPH 12

View looking northeast toward Bridge 13.01. The year of construction (1918) is incised on the wing wall (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 15

View looking south toward Bridge 13.27 (April 2007).



PHOTOGRAPH 16

View looking southwest toward Bridge 13.27 (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 17

View looking southeast toward Bridge 13.27 (April 2007).



PHOTOGRAPH 18

View looking south from Bridge 13.27 toward Bridge 13.35 which carries High Bridge Road over the railroad (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 19

View looking north toward Bridge 13.35 which carries High Bridge Road over the railroad (April 2007).



PHOTOGRAPH 20

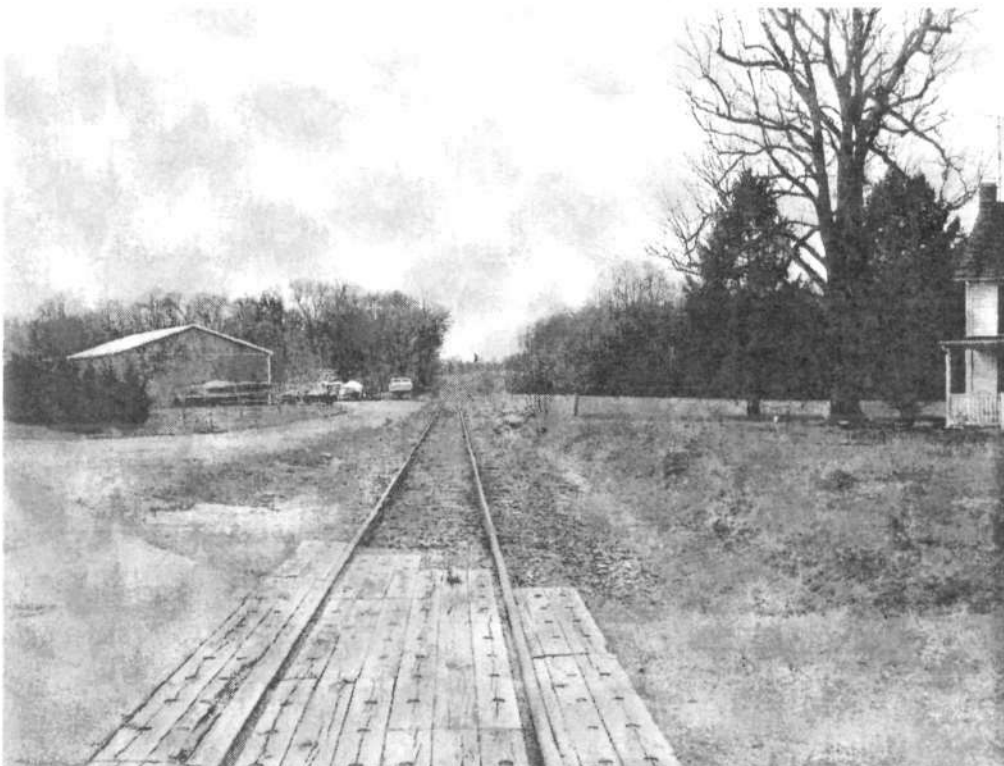
View looking east-southeast toward the intersection of Peters Corner Road and the Queen Anne's and Kent Railroad (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad

**PHOTOGRAPH 21**

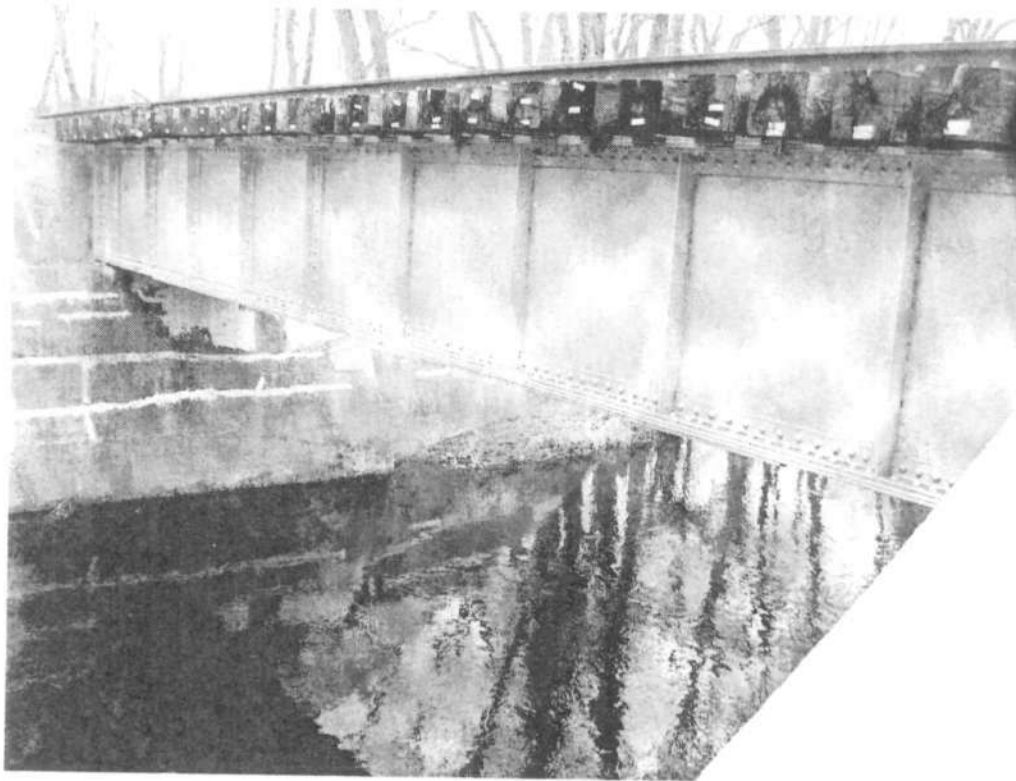
View looking south from the intersection of Peters Corner Road toward the Queen Anne's and Kent Railroad (April 2007).

**PHOTOGRAPH 22**

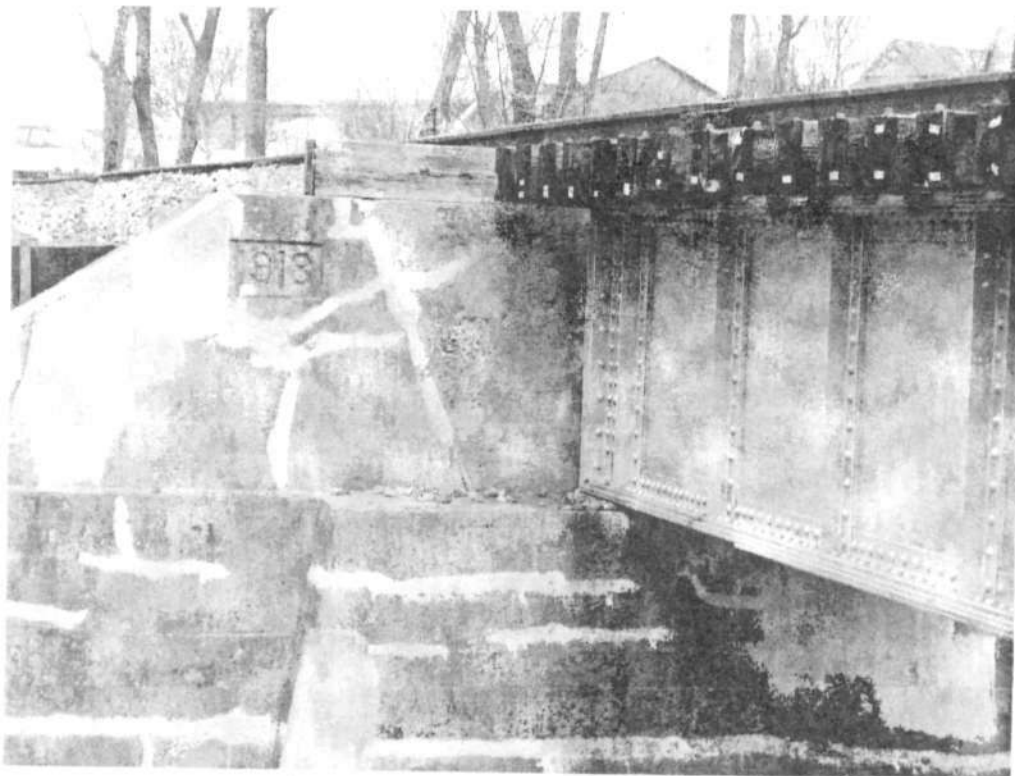
View looking south from the intersection of Hacketts Corner Road toward the Queen Anne's and Kent Railroad (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad

**PHOTOGRAPH 23**

View looking southwest toward Bridge 15.82 (April 2007).

**PHOTOGRAPH 24**

View looking south-southwest toward the abutment and wing wall of Bridge 15.82.
The year of construction (1918) is incised on the wing wall (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad

**PHOTOGRAPH 25**

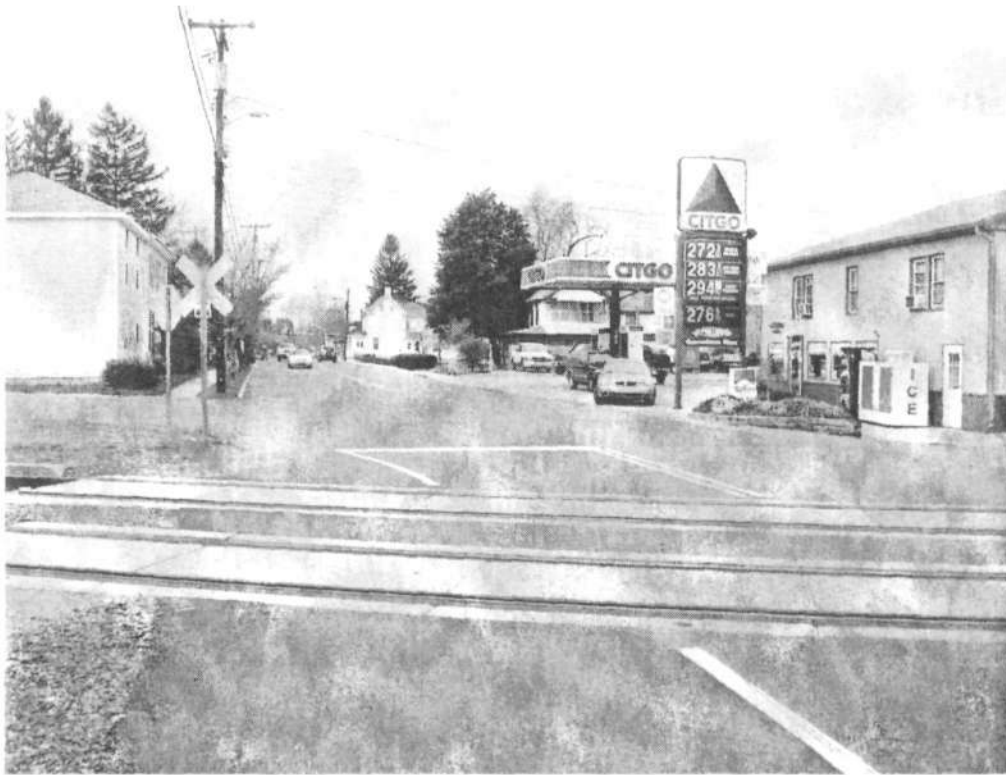
View looking north toward Bridge 15.82 (April 2007).

**PHOTOGRAPH 26**

View looking east from the intersection of Main Street and Queen Anne's and Kent Railroad in Sudlersville (April 2007).

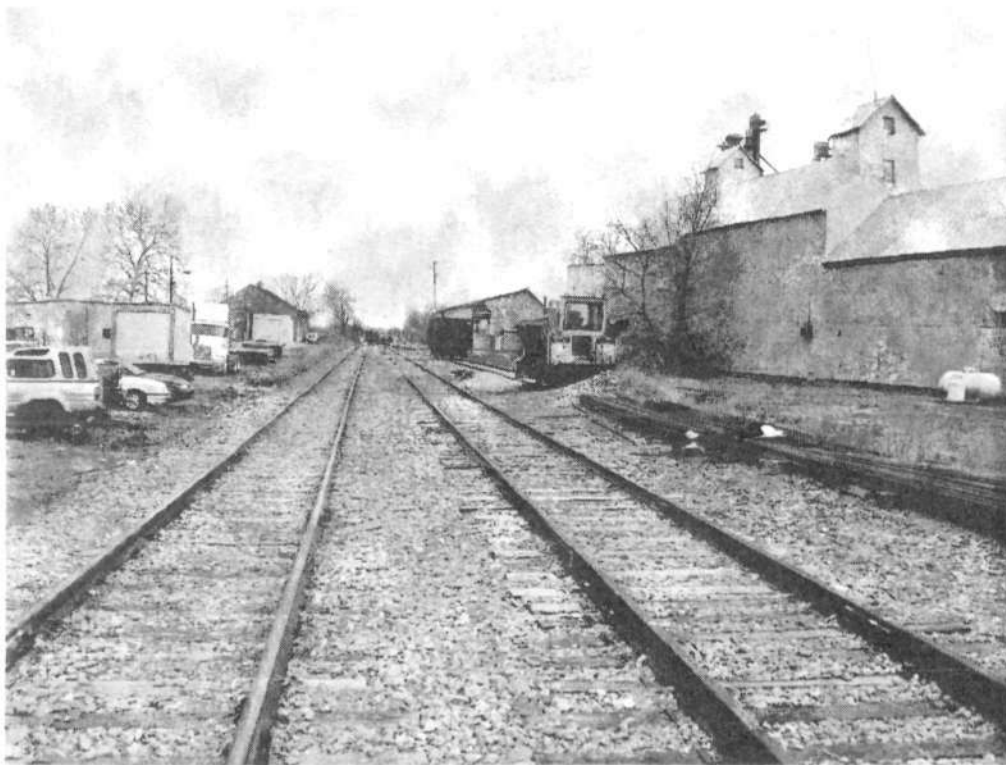
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 27

View looking west from the intersection of Main Street and the Queen Anne's and Kent Railroad in Sudlersville (April 2007).



PHOTOGRAPH 28

View looking north from the intersection of Main Street and the Queen Anne's and Kent Railroad in Sudlersville (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 29

View looking south from the intersection of Main Street and the Queen Anne's and Kent Railroad in Sudlersville (April 2007).



PHOTOGRAPH 30

View looking southwest toward the former Sudlersville passenger station at the Queen Anne's and Kent Railroad in Sudlersville (April 2007).

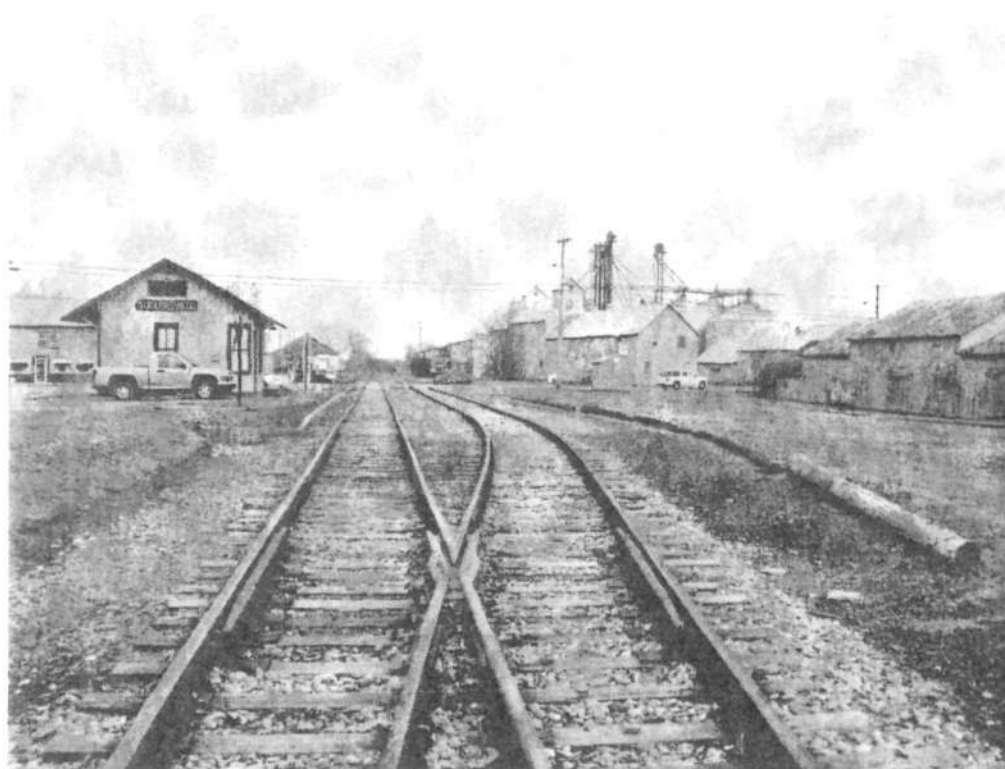
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 31

View looking north toward a former spur line of the Queen Anne's and Kent Railroad in Sudlersville (April 2007).



PHOTOGRAPH 32

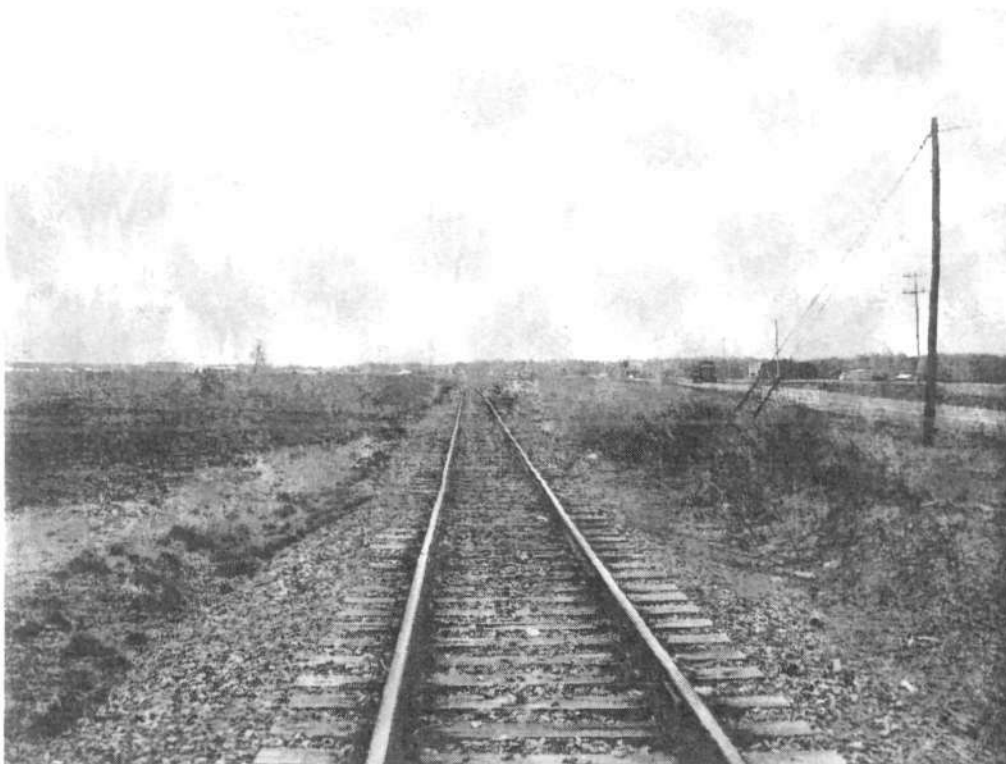
View looking north toward the Queen Anne's and Kent Railroad and the former Sudlersville passenger station visible at the left of the photograph (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad

**PHOTOGRAPH 33**

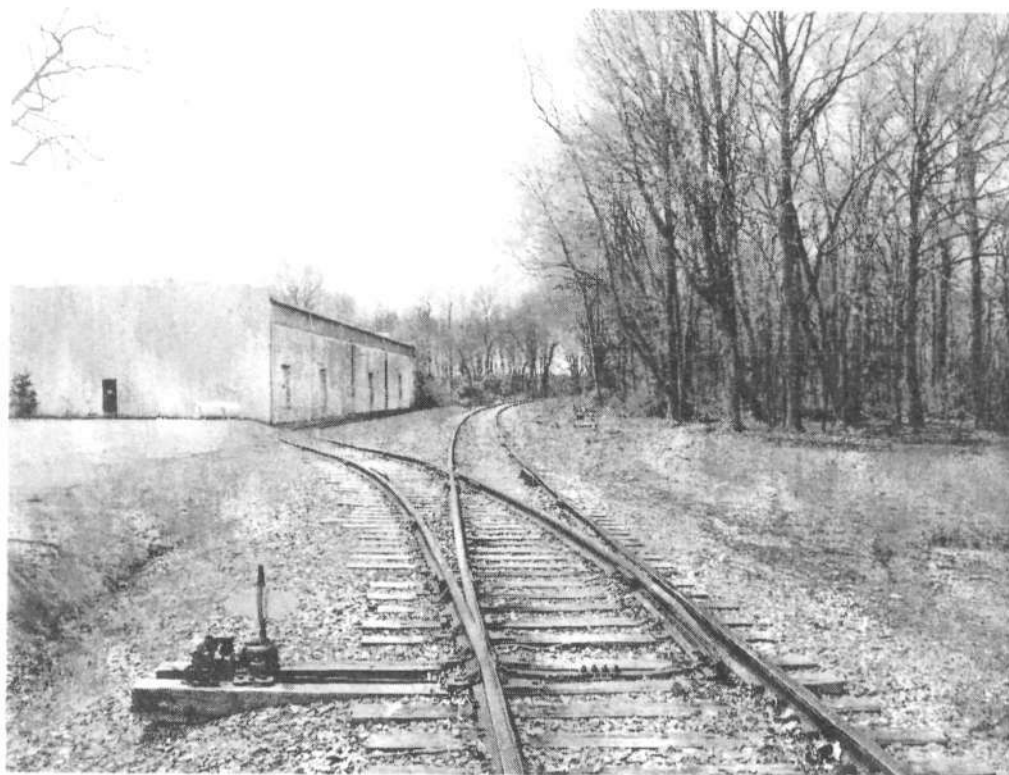
View looking north from the intersection of Dixon Tavern Road and the Queen Anne's and Kent Railroad (April 2007).

**PHOTOGRAPH 34**

View looking south from the intersection of Dixon Tavern Road and the Queen Anne's and Kent Railroad (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 35

View looking south from the intersection of SR 302 and the Queen Anne's and Kent Railroad in Barclay (April 2007).



PHOTOGRAPH 36

View looking northeast at railroad switch equipment near the intersection of SR 302 and the Queen Anne's and Kent Railroad in Barclay (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 37

View looking northwest toward Bridge 25.27. The year of construction (1921) is incised on the wing wall (April 2007).



PHOTOGRAPH 38

View looking north toward Bridge 25.27 (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad

**PHOTOGRAPH 39**

View looking south toward Bridge 25.27 (April 2007).

**PHOTOGRAPH 40**

View looking west from the intersection of Rabbit Hill Road and the Queen Anne's and Kent Railroad in Price (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad

**PHOTOGRAPH 41**

View looking east from the intersection of Rabbit Hill Road and the Queen Anne's and Kent Railroad in Price (April 2007).

**PHOTOGRAPH 42**

View looking north from the intersection of Rabbit Hill Road and the Queen Anne's and Kent Railroad in Price (April 2007).

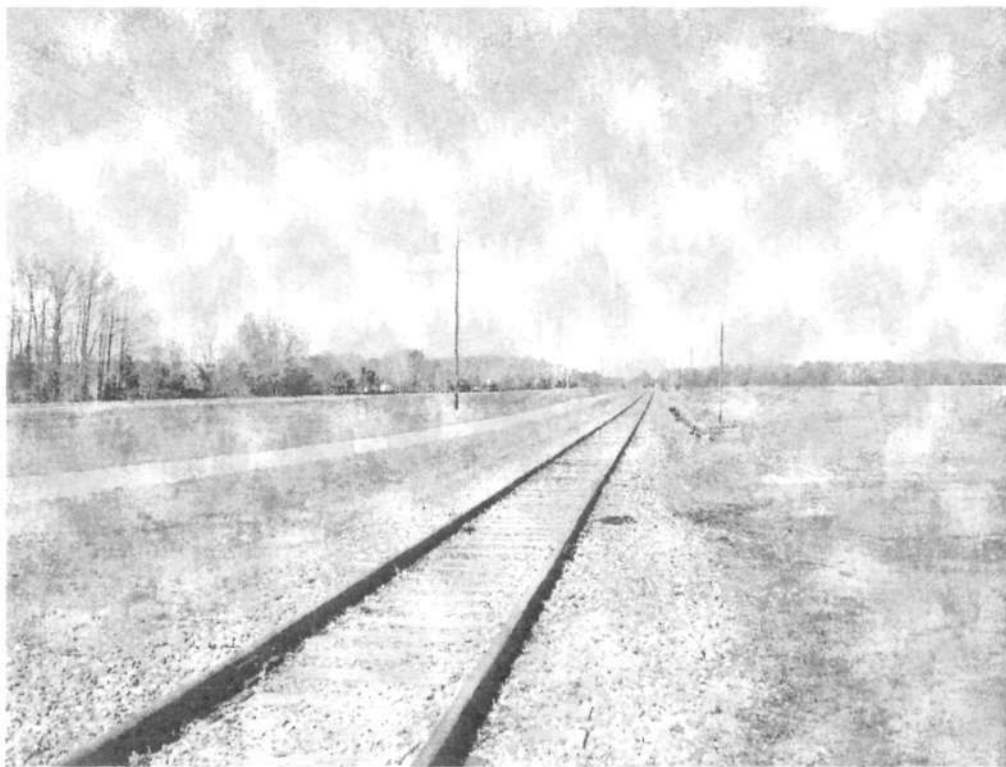
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 43

View looking south from the intersection of Rabbit Hill Road and Queen Anne's and Kent Railroad in Price. Note the marker designating Mile Mark 27. US 301 is visible at the right of the photograph (April 2007).

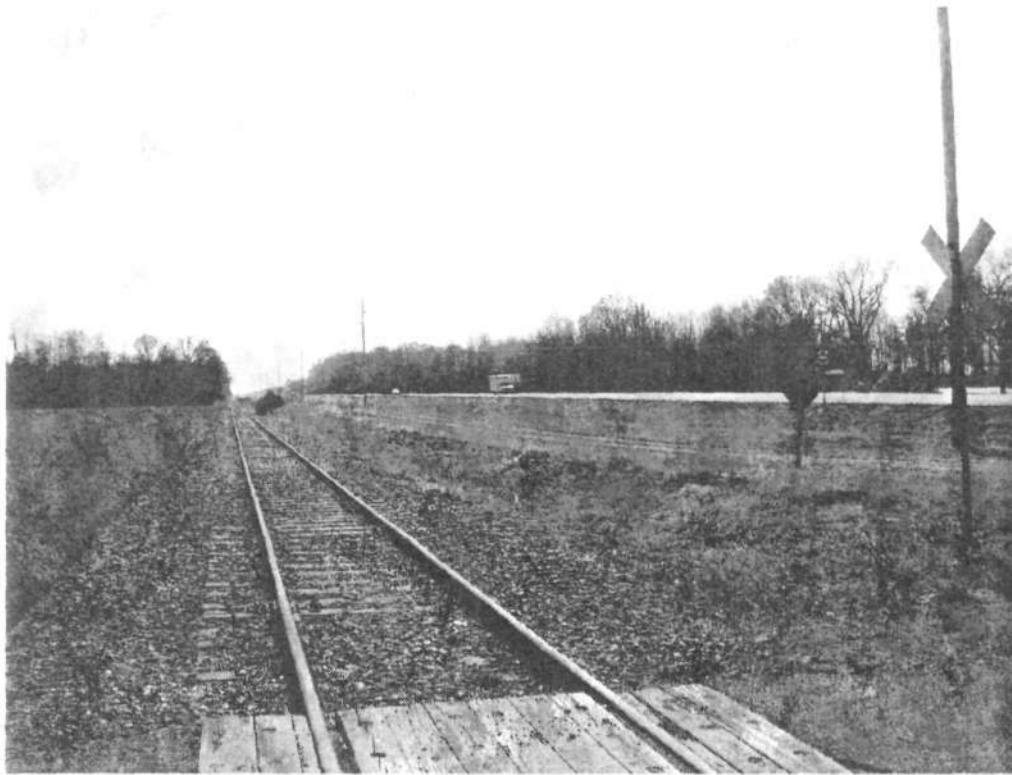


PHOTOGRAPH 44

View looking north from the intersection of Hayden Road and Queen Anne's and Kent Railroad in the vicinity of Price. US 301 is visible at the left of the photograph (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 45

View looking south from the intersection of Hayden Road and Queen Anne's and Kent Railroad in the vicinity of Price. US 301 is visible at the right of the photograph (April 2007).



PHOTOGRAPH 46

View looking southwest toward the obelisk shaped Mile Marker 31 (April 2007).

Queen Anne's and Kent Railroad



PHOTOGRAPH 47

View looking north from Mile Marker 31 (April 2007).



PHOTOGRAPH 48

View looking south from Mile Marker 31 (April 2007).

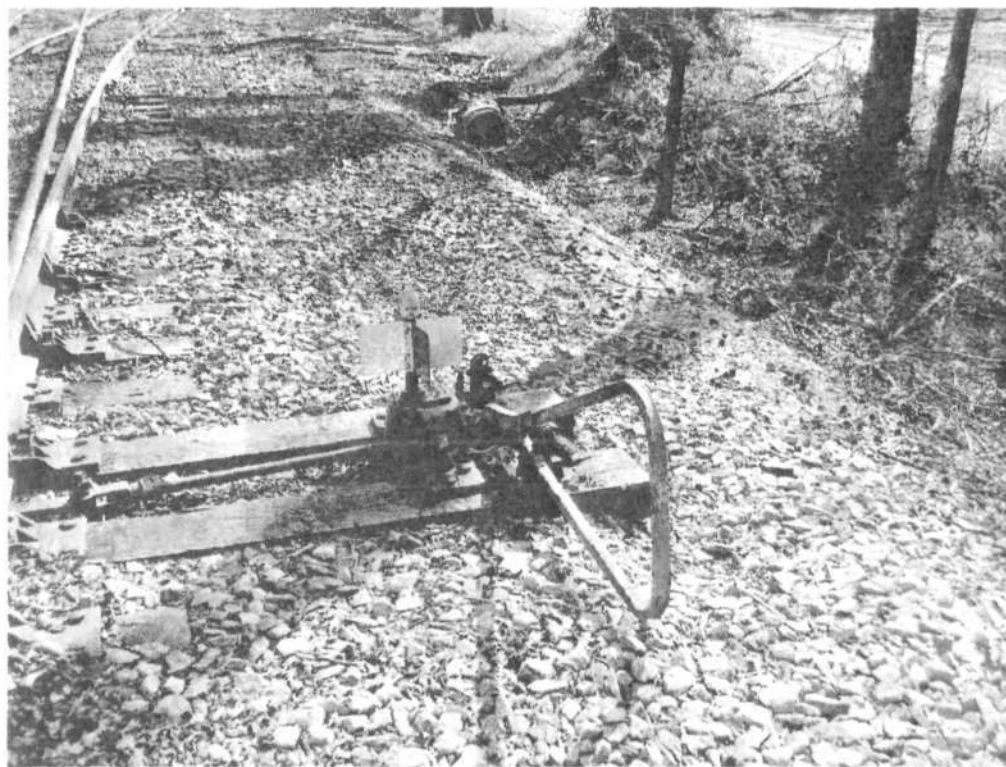
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 49

View looking south from Mile Marker 31.25 (April 2007).



PHOTOGRAPH 50

View looking southeast toward the railroad switch at Mile Marker 31.25 (April 2007).

Queen Anne's and Kent Railroad



PHOTOGRAPH 51

View looking southeast toward the signal standards which delineate the US 301 / Queen Anne's and Kent Railroad crossing (April 2007).

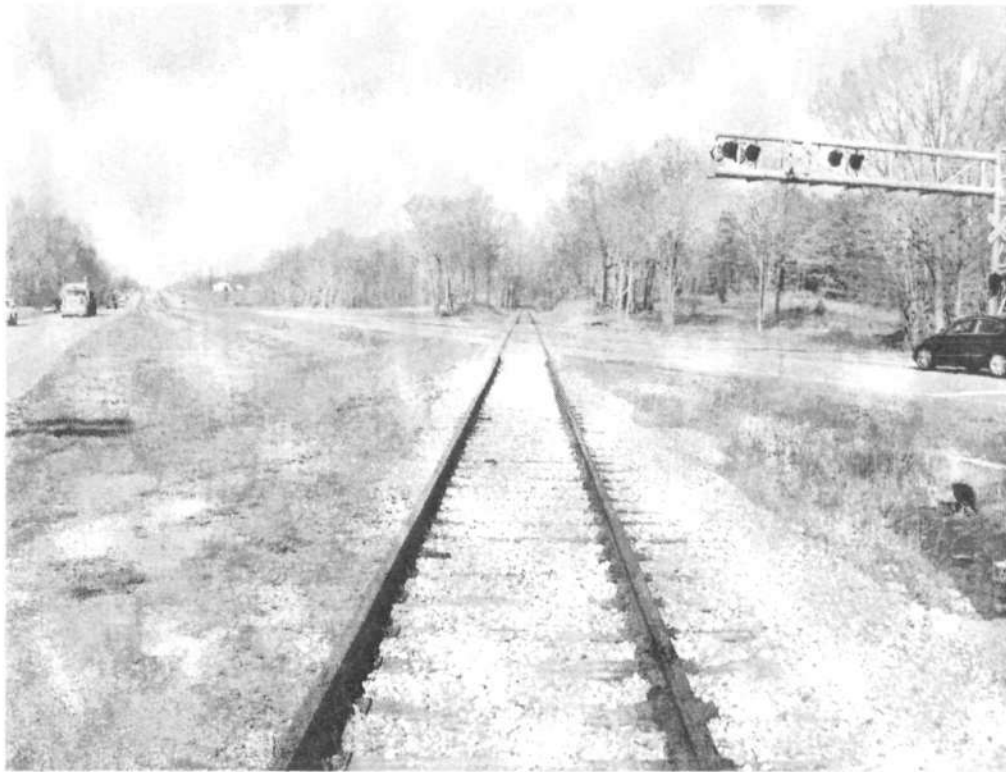


PHOTOGRAPH 52

View looking northeast from the US 301 / Queen Anne's and Kent Railroad crossing (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad

**PHOTOGRAPH 53**

View looking southwest from the US 301 / Queen Anne's and Kent Railroad crossing (April 2007).

**PHOTOGRAPH 54**

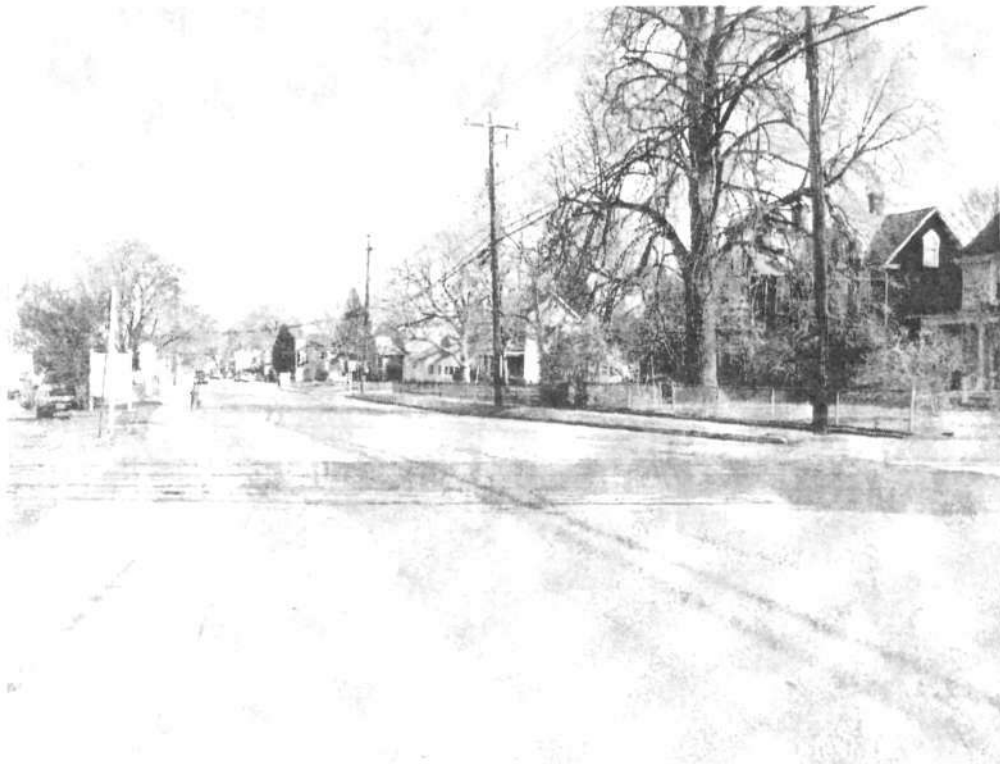
View looking east from Little Hut Drive and the Queen Anne's and Kent Railroad crossing in the vicinity of Centerville (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad

**PHOTOGRAPH 55**

View looking west from Little Hut Drive and the Queen Anne's and Kent Railroad crossing in the vicinity of Centerville (April 2007).

**PHOTOGRAPH 56**

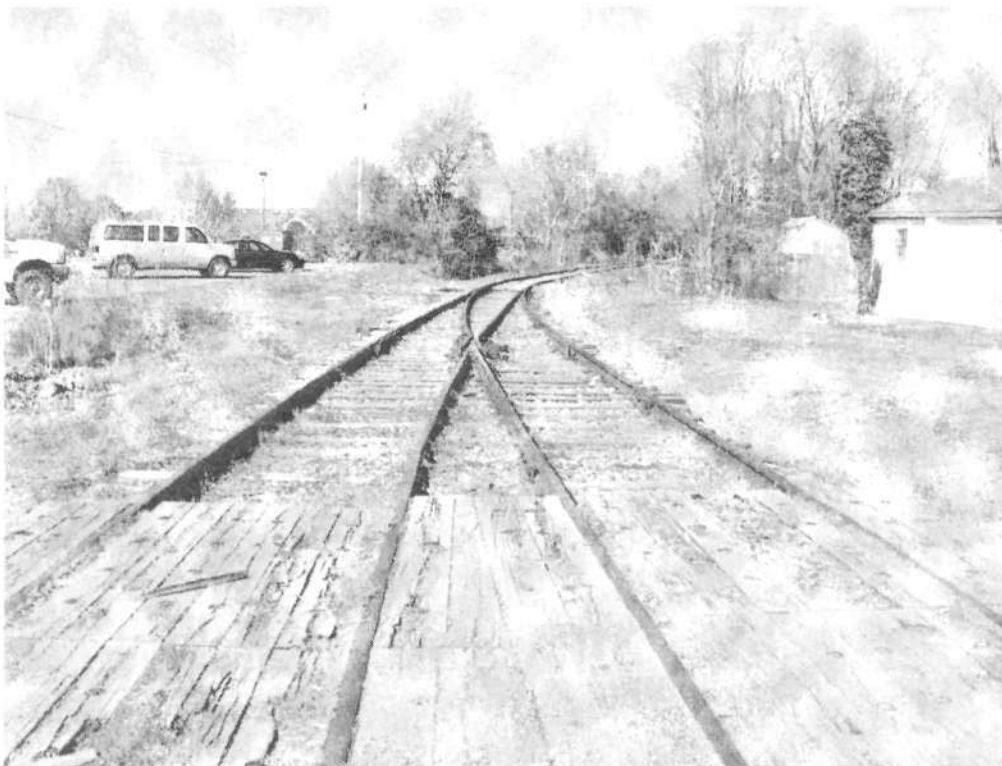
View looking east from the intersection of East Water Street and the Queen Anne's and Kent Railroad crossing toward the Centerville Historic District (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad

**PHOTOGRAPH 57**

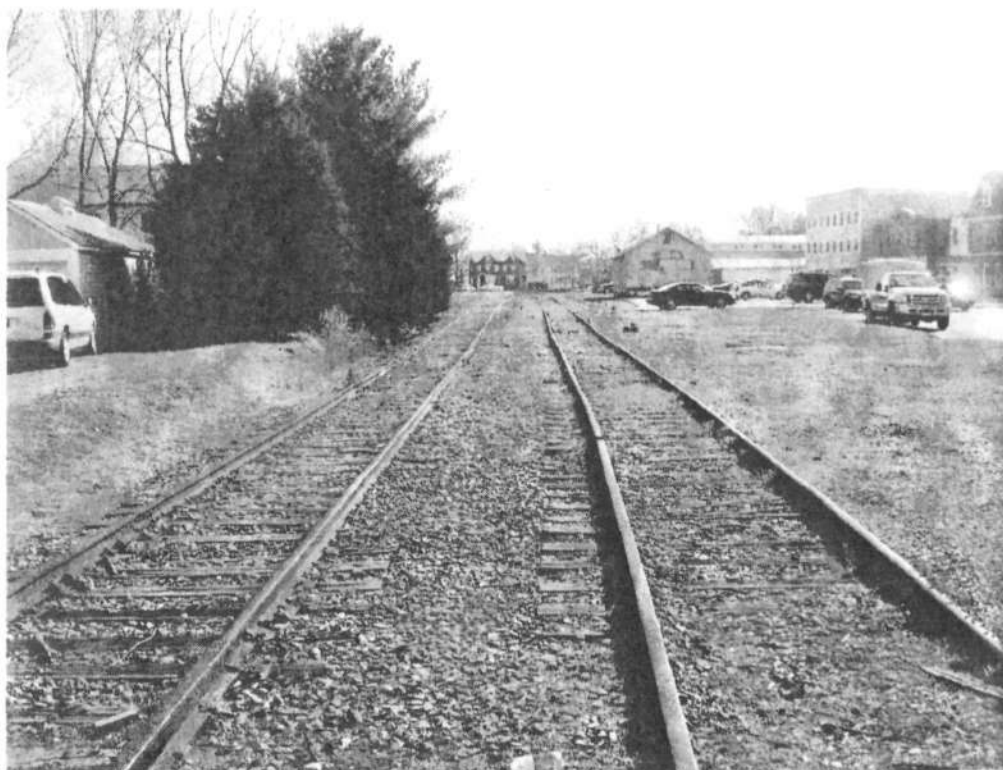
View looking west from the intersection of East Water Street and the Queen Anne's and Kent Railroad crossing toward the Centerville Historic District (April 2007).

**PHOTOGRAPH 58**

View looking north from the intersection of East Water Street and the Queen Anne's and Kent Railroad crossing, Centerville Historic District (April 2007).

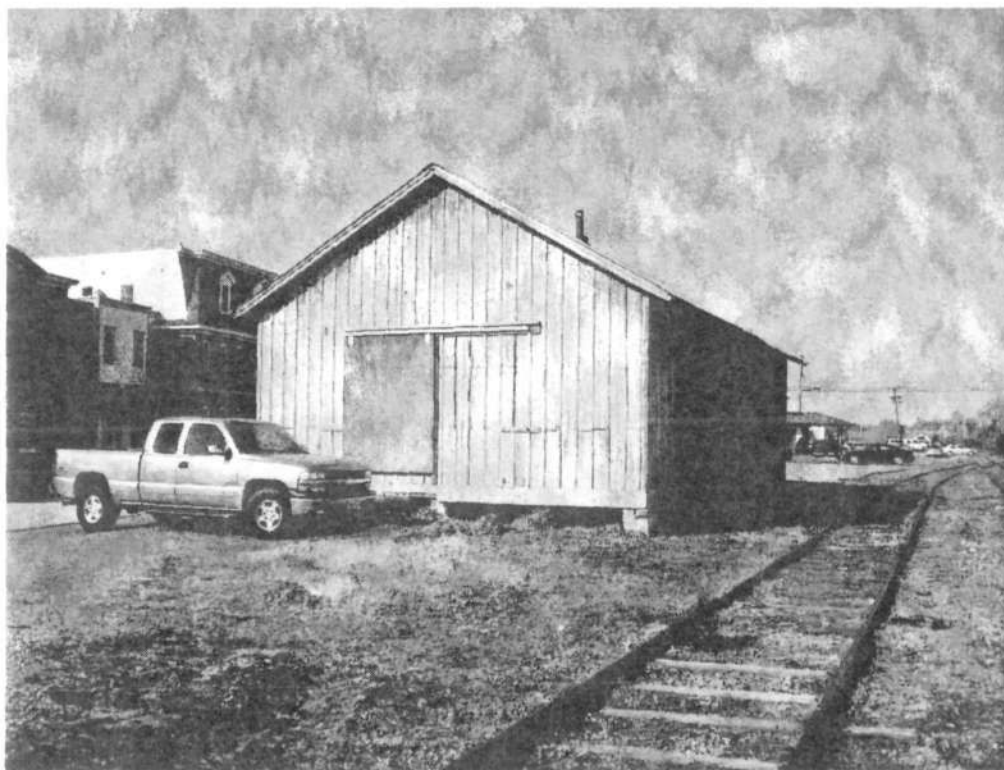
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 59

View looking south from the intersection of East Water Street and the Queen Anne's and Kent Railroad crossing, Centerville Historic District (April 2007).



PHOTOGRAPH 60

View looking north-northwest toward the former Centerville Freight Depot, Centerville Historic District (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Queen Anne's and Kent Railroad



PHOTOGRAPH 61

View looking north from Kidwell Avenue toward the site of Queen Anne's and Kent Railroad's Turn Table and Engine House, Centerville Historic District, near the southern terminus of the railroad (April 2007).